GETTING A START

By NATHANIEL C. FOWLER, Jr.

PUBLIC SERVICE.

The President of the United States, and every other officeholder and government employee of every class, from the head of a great department to the driver of an ash team, are members of the public service, and most of them depend upon their salary or wages for a livelihood.

In this article, however, I am not considering government officials, and those who hold political offices. My remarks refer solely to the government employees or clerks, and other subordinates who occupy governmental positions similar to those in mercantile houses.

Governmental positions are usually obtained by appointment, but most of the applicants are obliged to pass the civil service examination, which is not difficult, and does not require more than a common school education.

Under the civil service one is not likely to be discharged except for cause, and is subject to automatic promotion.

The government employee, as a rule, receives a larger salary or wage at the start than does one doing similar work for a mercantile concern. His position is not affected by the times, and he is reasonably sure of retaining it, provided he gives fair satisfaction.

Should I advise one to enter the government employ in preference to taking a regular business position? My answer must be both "yes" and "no."

The government certainly offers a more permanent position, and for the amount of work done and the responsibility, gives a larger salary than one is likely to be paid by the business house.

The man of ordinary ability, who is economical and who is satisfied with a sufficient sum to support him in moderate comfort, is probably better off holding a government position than he would be taking his chances in the business world at large.

The minimum governmental wage is large, the maximum small, compared with the salaries paid by business houses.

The governmental worker has little or no opportunity for receiving more than a few thousand a year at the very outside. The top of his department is not of commanding importance, while the opportunities offered by business are practically unlimited; but many men in business are not better off financially than is the faithful and competent governmental employee.

Great success is accompanied by equally great risk.

If you are satisfied with a reasonable income, and a permanent position, and if you are willing to continue in it indefinitely without more than moderate promotion, the government is your best employer. If, on the other hand, you are ambitious, and do not desire to limit the measure of your success, you will be happier in business, taking your chances with other men, to win or to lose, as your ability and conditions may determine for you.

Bear in mind that the best fruit may be at the top of the tree, the hardest to pick, and that, in attempting to reach it, you may slip and fall to the ground. The higher up you go, the more likelihood there is of disaster. There is safety in the middle of the road, and monotony, too. Ambition enters the bypath where it may be lost, and where it may discover the source of high accomplishment.

On one hand is reasonable certainty and a living income, on the other, uncertainty with many prizes.

THE EASY WAY.

Progression's road is never straight. It winds and counter-winds along the shores of the sea of life, crosses mountainous obstacles, goes down deep into the valleys of despair, and also enters the easy-going plains of the least resistance.

Since the day of creation men have hunted for the easy way, the short cut, the smooth, straight highway, that they might travel the shortest path leading to accomplishment. Some of them have arrived at their destination, aided by what we call luck, for the want of a better name for it; but men, as they run, win because they have the strength and the ambition to overcome obstacles, to leap over handicaps, to reach their goal, irrespective of the barriers of the road.

I have followed the careers of many men of mark, those who occupy places of honor and of responsibility, and not one of them has reached his destination over the easy way.

That which comes to you unsought, unstriven for, gives you neither pleasure nor satisfaction, for you have not earned it, you have done nothing to get it.

An earned dollar is worth more to you than 100 dropped into your begging hand.

When you get that which you struggle to obtain, it is yours, all yours, and you have a right to be proud of it, partly because it was not given to you, and partly because you won on a hard battlefield against a strong and valiant enemy.

Forget that there is an easy way, partly because you are unfortunate if you find it, largely because it is seldom to be found.

Thousands of men struggle harder hunting for the easy way than do those who armor themselves for the world's battle, get out into the open field, and are willing to fight for fame.

If you would amount to anything, if you would be satisfied when you reach your goal, determine to earn what you receive, to obtain it by hard and persistent struggle.

Place no dependence upon luck. If you meet it on the road, do not refuse to recognize it; but make it your slave, not your master.

If you work, you may accomplish; if you don't, you will remain in the ranks, unless unreliable chance takes you by the hand and makes a pauper of you.

So seldom does the easy way appear that we may consistently claim that there is no easy way; but, even if there were, I should advise you, young man and young woman, to refuse to travel upon it, though it appeared to lead to accomplishment.

Success is not measured by what it is, but what was done to get it.

That which is thrust upon you, which accidentally arrives, even though it may be excessive wealth or fame, is not founded upon that stable foundation which is likely to endure in business or in any other department of the world's work.

All that is worth having is worth working for.

There is no easy way.

CELEBRATED FOR ITS LACE

Venice Has Been Known for Many Years as a Center of That Particular Industry.

The lace of Venice has been celebrated for many centuries. It was made originally by nuns within the walls of convents for ecclesiastical garments. Then, with the fall of the Venetian republic, the convents were closed and the lace industry ceased to exist for an entire century.

In 1870 the Princess Margherita, afterward queen of Italy, took measures to revive it, especially as a means of providing employment for Venetian women. At present there are several schools, subsidized by the government, in which the art is taught.

The pupils are women of all ages. Each sits on a low stool and holds a plump, square cushion in her lap. On this cushion is pinned a strip of paper marked with the pattern, into which the nimble-fingered worker sticks glass-beaded pins, about which she twists her threads. From twenty to fifty shuttles depend from all sides of the cushion, and these are thrown across and back with the rapidity of a typist handling the keys of her machine.

The process looks so simple that it looks like play, but the lace produced represents thousands of dollars. The simple laces grow rapidly under the dexterous fingers of the women, but the exquisite rose point and other similar sorts are evolved much more slowly.

When She Appreciated Charlie.

"I hope you don't indulge in gossip," "I'm afraid," replied young Mrs. Torkins, "that I like it. Of course, I don't try to make any up for myself, and I don't care much for what my friends now and then mention. But I must say that Charlie was never so interesting as he was while he was serving on the grand jury."

Not Particular.

"I understand you have applied for a chair at the university."

"Yes, I sent in my application last week."

"What one did you ask for?"

"I didn't specify. Just said some easy chair."

JOYOUS IN THE TRENCHES

French Soldiers Retain Their Gayety, Realizing That Today May Be Their Last on Earth.

We had first seen the poilus in the interior, far from the battle line, convalescents and those on leave, and these, too, were gay, but their gayety had not so impressed us—it seemed the joy of life. So we were not prepared for the joyousness of the trenches, writes Jeanne Saurin in Southern Woman's Magazine. And when we first reached the front, at Villers-Cotteret, we wore a solemn countenance, as of those in the valley and shadow of death, not thinking it fit to smile. But how our solemnity was soon disturbed by laughter when we entered the small hotel. It was time for luncheon, and the place was crowded with officers. The garden was filled with tables and the tables were crowded, and with such a gay crowd. Laughter was a running accompaniment to the chatter and clatter of knives and forks—for they ate with great appetites, these poilus. We found a table in the dining room, beside that of some higher officers just back from the trenches. They were all strong, handsome fellows, most of them decorated with the coveted cross, and some having two or three medals. They were having such a jolly, boyish good time, laughing so heartily that, in spite of the emotion we felt in the presence of heroes, we were forced to join them. That was probably a mark of sympathy, for the oldest of them turned and asked us to take our coffee with them. We were received with open arms and were soon listening open-mouthed to their wonderful stories.

Not Sufficiently Rested.

Sleeping late on rainy mornings shows that nature is not satisfied with the amount of recovery from work of the day before. This is the cause of a "bad taste in the mouth," of much yawning, of aches in the joints and of a bad temper at breakfast time. For exactly the same reasons people in mountainous countries sleep much less on the average than those in the lowlands.

PRETTY COTTAGE OF FIVE ROOMS

Arranged With Cased Openings, to Allow Large, Unobstructed Floor Space.

PORCH COZY AND ATTRACTIVE

Built Under Separate Roof, But Has the Popular Built-In Effect—House Has Admirable Lighting Arrangements—Storage Space Provided For.

By WILLIAM A. RADFORD.

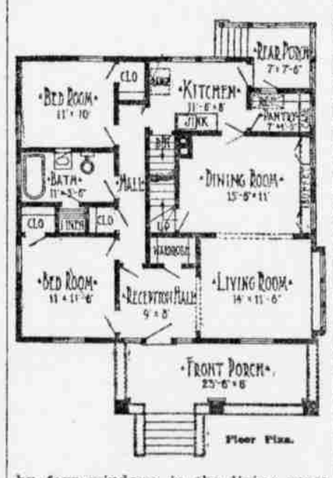
Mr. William A. Radford will answer questions and give advice FREE OF COST on all subjects pertaining to the subject of building, for the readers of this paper. On account of his wide experience as Editor, Author and Manufacturer, he is, without doubt, the highest authority on all these subjects. Address all inquiries to William A. Radford, No. 1827 Prairie avenue, Chicago, Ill., and only enclose two-cent stamp for reply.

The porch is the greatest factor in determining the impression that a person receives from a house. An attractive and cozy porch will always help in making any house more pleasant. Porches can be built in many ways so as to fit in with the general scheme of the house design. Sometimes they are set back under the main roof, which gives the built-in effect. Other times they are detached from the house proper and built under a separate roof, which of course connects up with the main roof of the house.

In the design shown here the porch is built under a separate roof, but it is built so low that it gives the built-in effect just as if it were under the house roof. The square, white pillars combined with the low roof and the

overhanging eaves add to the idea of a built-in porch. The porch roof is of the gable type, while a hip roof covers the house. A bungalow effect is created by the overhanging eaves on both the house and the porch.

In small houses, cased openings are becoming more and more popular to join up the rooms in the front part of the house. With a small home it is impossible to get very large rooms, and such an arrangement may be desirable for entertaining. This is accomplished by using cased openings. The reception hall, living room, and dining room are connected in this way here. The arrangement gives a large unobstructed floor space along the front and one side of the house. The cased opening between the dining room and the living room is so wide that it makes these two rooms into one large room. The lighting of these rooms is taken care of in good shape



Floor Plan.

by four windows in the living room and two wide ones in the dining room.

A seat can be built into the square bay in the living room if desired. Built-in seats are found now in nearly every house, and are an exceedingly pleasant feature. Almost any built-in seat will add to the coziness of a room.

In the dining room is a built-in buffet that is placed under the two windows on the side. This buffet extends completely along the wall and consequently contains plenty of room for china, silver, or any of the many things that are used in the dining room.

Storage space is often at a premium in small houses and the closets become filled up because there is no other place to keep things that are not in actual use all the time. Even in the best-regulated families there are always many things around that nobody is using but they are kept because they may be of service some day. They will probably never be used but they are always kept, anyway. Plenty of storage space is provided in this plan in the attic. This extensive space is reached by stairs through the dining room. In addition to the room in the attic there are plenty of closets, including one in each bedroom, one in the bathroom, one in the back hall, and one in the reception hall.

The compact kitchen is of the type that is so popular among housewives. Everyone has heard people remark about the wonderful large kitchen in some house. If they had to work in that wonderful large kitchen for a while they would stop calling it wonderful, but they would shorten its name down to just large kitchen. The person who works in the kitchen has to move around a good deal and if this room is too big the walking that has to be done in preparing a meal is very tiring. What is the use, then, of wasting space that will be valuable in some other room? In planning the house figure on a small, compact, and well-arranged kitchen and you will never regret it.

In the design shown here the kitchen is only 11 feet 6 inches by 8 feet, which cuts the waste space to a minimum. Room for all the various things that are needed in the kitchen is provided by a pantry. This is a small room off the kitchen, and is located near the sink. In the pantry there is a cupboard and also a refrigerator that is iced from the outside. The kitchen opens on to a rear porch that can be used as a kitchen annex in the warm weather.

This house is set well above the ground, so that there is a large and well-lighted basement. It is absolutely necessary to have a heating plant in any of the northern parts of this country. To do this the house must be set high enough so that there is plenty of headroom for the type of plant that is to be installed. A deep cellar could be built with the same effect, but the basement would be inclined to darkness and it would also be damp. With this house a laundry can be installed and there would also be room for a small workshop. The entrance to the basement is from the kitchen. A storage room for fruits and vegetables can be built in a part of the cellar that is as far from the furnace as possible.

WOES OF MUNITION WORKERS

Powder House Jag a Frequent Affliction—Chronic State of Nervousness Common.

Alcohol is greatly feared by the powder people and rightly so. But they cannot eliminate a strange malady that appears among their workmen in the powder mills. As subterranean labor in compressed air produces "the bends," work in the powder mills creates the "powder house jag," which is described as follows by Merle Crowell in the American Magazine.

"A powder house is no place for an unsteady hand or an unseeing eye, but the 'powder house jag,' a freak product of the plants themselves, is something which no amount of diligence can forefend. Large quantities of alcohol are used in the making of smokeless powder, and the air in the shops frequently gets heavy with its fumes. Men have been known to leave the plants reeling and stupefied, while one serious accident recently was caused because a fumefuddled workman threw on both the high pressure and the low pressure brakes at the same time.

"A weird nervous disorder that steals upon powder makers has been called 'powderitis.' Treading all day with rubber-soled shoes in a shop which a vagrant spark will change into a crate, they get keyed up to a nervous tension that never runs down, with the result that even when off duty they nearly jump through their collars at an unexpected flash of light. Although powder, unless it is confined, does not explode at a spark under normal conditions, a powder shop may be changed into an inferno of wildfire in a few seconds."

Serbians Good Infantry.

All Serbian peasants are great walkers. A servant, given a short leave, will think nothing of footing it to his home, five and twenty miles off, and walking back after a short day spent with his family. It is quite in the ordinary way of their business for both men and women to be two days on the road to market. Owing to their remarkable marching powers Serbian troops are mobilized and moved with surprising rapidity, in spite of the great lack of railway communication. And then they march light. With little in the bread-bag that hangs at his belt the Serbian soldier is quite content if only he can roll himself a cigarette now and then, and look forward perhaps to a tot of plum-cognac.

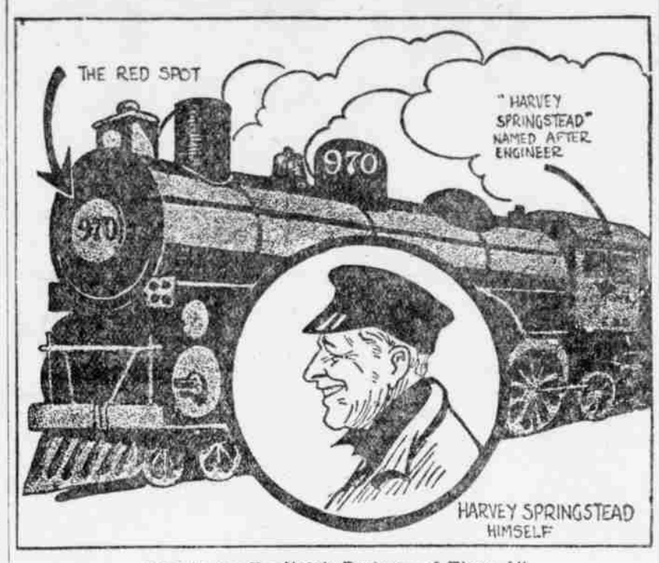
The Family Coach.

"Family coach" is the game going on in our social life, and the stately homes of England are being denuded still further of their domestic servants. The boys don khaki, the parlormaid throws away her cap and apron and skips off to take her place on railway tramcar, business office, the police service, and, more particularly, the restaurant. Instinctively the ordinary mistress knows that her servants, having tasted good wages, and those dear definite hours of personal liberty, will not return to the "servants' hall," and there will be many mistresses who will be left lamenting!—London Chronicle.

Sugar Center in Philippines.

The erection of a sugar center, far larger than any at present operated in the Philippine Islands, has just been assured by the signing of a contract between members of the Yulo family of occidental negros and allied interests, and a syndicate of Honolulu sugar capitalists, who have agreed to advance $250,000 gold to be used in development work.

EARN RAILROAD "IRON CROSS"



This Is the Top-Notch Engineer of Them All.

HONOR FOR ENGINEERS

RAILROAD AWARDS RED SPOTS FOR EXTREME EFFICIENCY.

Eastern Line Has Peculiar Method of Keying Employees Up to Pitch of Perfection—Many Have Been Long in Service.

The other day there was celebrated the eightieth anniversary of the breaking of ground for a railroad at Deposit, N. Y. The peculiar part of the whole business is that it was due in great part to a woman's whim. Eighty-four years ago a girl of Ramapo, N. Y., married a man from the same town named Henry L. Pierson. The two went to South Carolina on their honeymoon. When the bride got to South Carolina she heard that a steam engine was to make its first trip (of six miles) from Charleston to Hamburg.

Never having seen an engine, and not being content to leave the state until she had seen everything in it, she insisted on taking the trip with the engine. She did, and although the ride was neither as pleasant as it might be, nor yet so smooth, she became so enthusiastic about it that when she returned to Ramapo she talked of nothing else.

Her brother-in-law, Eleazar Lord, and her father-in-law, Jeremiah Pierson, listened to her arguments in favor of a local railroad, and four years later ground was broken at Deposit for what eventually proved to be the Erie railroad. Jeremiah Pierson became its first president.

But this story isn't about that. It's about red spot engines, which attracted a lot of attention at the celebration.

When a young fellow living along the right of way of the railroad begins to see red spots dancing eternally before his eyes, it is not at all symptomatic that he has a bad stomach or poor circulation; it is prophetic, rather, that he is due some day to be an engineer.

Of all the railroads in the country this is the only one that awards red spots to its engineers. That is, if they keep their engines abnormally clean, economize on coal and water, and yet keep to their running schedule, they are allowed to have the numeral plate on the front of the smoke box of their engines painted red, with the numerals in silver. If their excellence in these respects is something to marvel at, in addition to the red spot they are allowed to have their name painted in gold letters on the engine cab.

And when, at the end of his run, such an engineer finishes his scouring and polishing above the running board and then turns his engine over to the wipers, these gentlemen go at that engine as though they intended to clean it off the track altogether. And when the engine is put in the house the inspectors go over her with microscopes, and then go over her again. When the hostler takes her out again for her run and turns her over to her engineer he wipes the steps where his feet have stepped, lest they leave a sooty imprint.

And of all these men (there are four with their names on their engines running into Jersey City) Harvey Springstead is the topnotcher. You can see yourself perfectly in the headlight of his engine; your figure will become comically convex and broad in the crossover pipe.

There are about forty-six men belonging to the Order of the Red Spot who run into Jersey City, but, as has been said, only four with their names on their engine cabs. And a peculiar thing about this class of engine drivers is that none of them seems to show the strain of continual engine driving. All their faces are good natured and rubicund, and the eyes of all are bright and keen. It was a surprise to hear that Barney Walsh, who drives No. 556, and looks about forty-five, had been working for the railroad for just that number of years.

His explanation of his looks is very simple.

"An engineer," says he, "never breaks down gradually; he goes to pieces all of a sudden." And here he looked very shrewdly at his questioner. "He gets," he continued, "what is called locomotive ataxia!"—New York World.

When Father Vanishes.

When mother starts to get reminiscent and tells the children about what a fine time she used to have when she was a girl and what fun she had before she got married, father gets up and takes a walk. He knows that mother is going to get personal in a few minutes.—Cincinnati Enquirer.

Better Than Using Cans.

Fruits, cut and dried and packed in cardboard boxes with oiled paper, have less weight than canned preserves and are cheaper to transport.

WORK ON FRENCH RAILROADS

Women There Have Equal Footing With Men Removed to Serve in Army Shops.

There are to date in France no less than twenty-five thousand women occupying such positions as subway guards, conductors, station masters, porters, carpenters, clerks, platform cleaners, or cleaners of cars and locomotives, and each month sees this number increase as the men are taken out of the offices and put to work in the operating and shop departments, says a writer in the Railway Age. Months ago the telephone service was turned over to the women and but recently the railroad telegraph lines in the Paris station of the Paris-Lyons-Mediterranean railroad began to be operated by women. In the south of France, on the Southern railroad, women have replaced men as porters and freight handlers in large numbers.

On the state railroads alone, but one of the six great systems of France, more than five thousand women are already employed and they are on an equal footing with the men. While preference is given to the widows and daughters of employees, other women may enter the service after examination, and once in the service they become entitled to participate in the sick benefits and pension funds of the men.

United States Leadership.

The overwhelming leadership of the United States as a railroad nation is shown more clearly in a comparison of individual countries, for after its 254,769 miles (including 653 for Alaska), Germany is second with only 39,513 miles, while European Russia is third with 38,563. Then follow in order, British East India, 34,572; France, 31,737; Canada, 29,233; Austria-Hungary, 28,641; Great Britain, 28,385; Argentina, 20,593; Mexico, 15,806; Brazil, 15,491; Italy, 10,933; Spain, 9,517; Sweden, 8,984, and Japan, 6,811.

In relative growth, however, the United States has not held its own, for while the world mileage in five years increased 9.6 per cent, our railroads increased 7.7 per cent. This, however, exceeds Europe's growth of only 4.9 per cent. The Americas, as a whole, increased 10.9 per cent in mileage in five years, while Asia increased only 8.8 per cent. Africa takes the leadership here with a growth of 32.3 per cent, the high spot being German East Africa, with 209.3 per cent. Australia's mileage increased 16.8 per cent.—Railway Age.

Tallow and Cottonseed Oil.

The fat of beeves slaughtered on the farm may be put to practical use. Where soap and candles are not made, as in most cases they are not in the present day, what to do with the surplus suet and that clean veil of fat that covers the animals' stomach is a problem to those housewives who want to be economical. To be sure we like suet pudding and mince pies, but only a small amount can be used in these ways without endangering the health of the family.

For several years a certain family has been using a combination of beef fat and cottonseed oil exclusively for shortening, as it is more wholesome and economical than lard. They manufacture it themselves from this hitherto waste material. They render out the suet and other clean beef fat, and while it is still hot pour in an equal quantity of cottonseed oil. The result is several gallons of excellent material for frying, quite as good as the commercial article.

Lines According to Population.

In relation to population, western Australia leads the world in railroads, with 72.5 miles per 10,000 inhabitants. Europe has only 4.9 miles, its best single record being Sweden with 16.4 miles. The United States, in contrast, has 26.2 miles per 10,000 inhabitants. China is poorest, with less than 1-5 mile per 10,000 population.—Railway Age-Gazette.

Rename English Locomotives.

A further rechristening of railway locomotives, due to war influences, has taken place on the London & Northwestern railroad, the Teutonic taking the title of the Czar. The last engine of the new series of "Claughton" engines is to be known as Lord Kitchener.

Wanted It Done Over Again.

The teacher of the primary room was reprimanding one of the small boys for some misdemeanor on the playground. Just at the close of her remarks, Ralph came up to where they were standing and said: "Please will you scold him again, I didn't hear what you said."

Speaking of War.

There is always an under dog in a dog fight; but in a cat fight there is no such thing as an under cat. They're a whirlwind.—St. Louis Globe-Democrat.

HOME TOWN HELPS

FOR CHILD-WELFARE EXHIBIT

Work Issued by the Federal Department of Labor Is of Value to Every Community.

"Child-Welfare Exhibits" is the title of a bulletin issued by the children's bureau of the federal department of labor. This has been prepared in reply to the many inquiries received by the bureau about exhibits, and single copies may be had for the asking. The bulletin will give those who expect to observe the nation-wide Baby week next March, or those who are planning a baby show, a children's health conference, or any kind of children's exhibit the benefit of expert advice and practical experience in successful exhibit work.

The bulletin is full of suggestions for communities of all sizes. It describes effective small exhibits of one or another phase of child problems. It defines a "child-welfare exhibit" in the title of which the name of the city or state appears as a "well-rounded presentation of the whole question of the welfare of the community's children," and sounds a warning against undertaking such a general exhibit without the co-operation of all the social agencies of the community.

The results of child-welfare exhibits are emphasized. "A new factory inspector in Kansas City, a housing inspector in Louisville, a $25,000 school building in a congested district of Northampton, increased sewer connections in Easthampton where the ice supply of the town was menaced, are types of results which have been secured in practically every community that has devoted sufficient time and thought to the planning of a child-welfare exhibit. In cities where no organized combination of social agencies exists to interpret and carry out the legislative program suggested by an exhibit, the exhibit organization itself is often a first step to such a combination."

The bulletin includes a complete list of all child-welfare exhibits owned by state departments, January 1, 1915, and a copy of the record blank used by the Children's Health Conference of the children's bureau.

PLANTING TREES AND SHRUBS

Haphazard Method Will Never Get the Results That Are to Be Desired.

Avoid haphazard planting of trees and shrubs. Many planters make the mistake of thinking that the chief thing is to get certain trees or shurbs on to the lawn. This is a great mistake, even at the first, and the mistake grows more apparent as the years go by and the different things become of various sizes till there is a veritable chaos in the arrangement, with little and big things intermingled.

The house should have an absolutely clear lawn in front of it except in cases where native trees have been left in the clearing away of the arboreal growths. The fact that such trees are already in existence when the house was built is often a reason for keeping them. But when the builder has a clear field in the first no tree should be allowed to stand in front of the house. The desire should be to produce a picture, with the trees and shrubs arranged along the sides of the lawn, with the tallest growing trees and shrubs farthest back. Such an arrangement greatly increases the appearance of spaciousness, for the eye naturally uses the things nearest as a measure of distances. This is of importance when the area that can be devoted to ornamentation is rather limited.

Teaching the Young.

Scientific Parent (on a stroll)—You see out there in the street, my son, a simple illustration of a principle in mechanics. The man with the cart pushes it in front of him. Can you guess the reason why? Probably not. I will ask him. Note his answer, my son. (To the coster) My good man, why do you push that cart instead of pulling it?

Coster—Cause I ain't a hoss, you old thickhead.—London Titbits.

Trees Along Roadways.

The habit of planting fruit and nut trees by the roadside has long prevailed in parts of Europe. It should be cultivated in the United States. Hickory and walnut trees are as healthful as elms, and a great deal more useful. Salem's streets have been planted with hundreds of walnut trees. Those set out along McMinnville's pavements years ago will produce a ton and a half of nuts this season.—Portland Oregonian.

Investment in Cleanliness.

One gathers from the bulletin of the Chicago health department that "it pays to have clean, attractive surroundings;" that "it pays in dollars and cents; for the reason that a tidy and well kept property will sell for more money than will the property that is dirty, untidy and neglected;" that "it pays in comfort and satisfaction, in pride, joy and self-respect."

Mother and Daughter.

The old-fashioned woman who used to fill eight lamps and clean eight globes every afternoon now has a daughter who is too tired to walk across a room and push a button when it gets too dark to read.—Cincinnati Enquirer.

Figures Concerning Male Heart.

The male heart weighs from ten to twelve ounces. Its average size is about five inches long three and a half inches wide and two inches in greatest depth.